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## ADDITIONAL OPERATING IMPACT

In addition to the General Fund impacts of both the Cash Capital transfer and debt service payments, the CIP also has operating impacts based on the actual projects implemented. These costs can be as simple as additional operating funding to maintain a new park, to additional staffing required to operate a new Computer Aided Dispatch System, to utility costs associated with opening a new City facility.

As part of the Proposed FY 2022 – FY 2031 CIP, an additional operating analysis was performed for each project and impacts are noted on each individual project page of the Capital Improvement Program document. While not all impacts will be charged against the General Fund, the estimated operating impact could be as much as \$20.5 million in additional resources needed in FY 2031 as a result of City capital projects (excluding the operating impacts of ACPS capital projects). The chart below indicates a significant increase in operating impacts between FY 2023 and FY 2026, which is largely driven by the anticipated operating cost increase of DASH service expansion provided by grant-funded bus fleet expansion, and the opening of the Potomac Yard Metrorail Station, which will impact the City’s operating subsidy paid to WMATA.

**In some cases, these additional increases noted may be offset with new revenues or transitioning from shifting priorities or changing business practices within the City. Additional operating impacts are updated annually, and are refined as the project moves closer to the current capital year budget.** The chart below indicates the additional operating impact by fiscal year. Year 1 of the Capital Improvement Program does not identify any additional operating budget impacts, as these costs will be reflected in departmental operating budgets.

**FY 2022 - FY 2031 CIP Annual Operating Impact (All Funds)**

